

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) An anti-skid spike (1) which ~~can be inserted~~ is insertable into an embedding opening in a tread surface (50), ~~for example of a tire,~~ having an insertion element (30) made of a hard alloy and a base body (10) with a flange (13) and ~~a recess~~ an opening (14) ~~the insertion element (30),~~ wherein the insertion element (30) when inserted into the base body (10) protrudes past the base body (10), the anti-skid spike (1) comprising:

~~characterized in that~~

the base body (10) ~~forms~~ forming a receiver section (11), ~~which extends~~ extending at least partially around the recess (14) in the base body (10), and

~~that~~ a sleeve element (20) ~~[[is]]~~ applied on the receiver section (11) ~~[[,]]~~ which fixes the insertion element (30) inserted into the recess (14) of the base body (10) in ~~it in~~ at least one of a positive manner and a non-positive manner.

2. (Currently Amended) The anti-skid spike (1) in accordance with claim 1, ~~wherein characterized in that~~ in ~~[[the]]~~ an assembled state the insertion element (30) projects past the sleeve element (20).

3. (Currently Amended) The anti-skid spike (1) in accordance with ~~claims 1 or~~ claim 2, ~~wherein characterized in that~~ the insertion element (30) has a cone-shaped section (33) which, in the assembled state, engages ~~[[a]]~~ the corresponding recess (14) in the base body (10), and ~~that~~ one of a positive ~~[[or]]~~ connection and a non-positive connection between the sleeve element (20) and the receiver section (11) of the base body (10) is formed ~~[[(10)]]~~.

4. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to~~ claim 3, ~~wherein characterized in that~~ the sleeve element (20) is of a material of a lesser wear resistance ~~in comparison with~~ relative to the insertion element (30).

5. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to~~ claim 4, ~~wherein characterized in that~~ the base body (10) is ~~made of a material which is less wear-resistant in comparison with~~ than the insertion element (30) and the sleeve element (20).

6. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 5, wherein characterized in that~~ the sleeve element (20) ~~is embodied as~~ forms a closed ring resting on ~~[[the]]~~ an entire surface of the receiver section (11) of the base body (10), as ~~one of~~ a ring partially resting in segments ~~on it,~~ or as and a clamping sleeve formed as in the form of a slit ring.

7. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 6, wherein characterized in that~~ the sleeve element (20) has a bezel (21, 22) at least at one ~~or both of its ends~~ end on a ~~[[the]]~~ longitudinal side~~[[,]]~~ which at least partially encircles it ~~at least partially~~.

8. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 6, wherein characterized in that~~ the sleeve element (20) is ~~constructed to be~~ rotationally symmetrical.

9. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 8, wherein characterized in that~~ the base body (10) ~~has an~~ a flange (13) is formed on ~~[[it]]~~ the base body (10), and ~~[[the]]~~ a diameter of the sleeve element (20) is greater than ~~[[the]]~~ a second diameter of the flange (13) of the base body (10).

10. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 9, wherein characterized in that~~ the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) ~~corresponding to it are designed to be~~ cylindrical.

11. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 9, wherein characterized in that~~ the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) ~~corresponding to it are designed to be in the form~~ ~~[[of]]~~ a truncated cone.

12. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 9, wherein characterized in that~~ the receiver section (11) of the base body (10) is ~~designed to be~~ cylindrical, and ~~[[the]]~~ a corresponding passage (23) of the sleeve element (20) ~~in the~~ has a form of a truncated cone.

13. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 9, wherein characterized in that~~ the receiver section (11) of the base body (10) ~~initially~~ has a first section (17) in ~~[[the]]~~ a shape of a truncated cone and a following cylindrical second section (18) ~~following it, wherein~~ the passage

(23) in the sleeve element (20) has an area which corresponds to the ~~truncated cone-shaped~~ first section (17) of the receiver section (11), which is followed by a conically widened expansion depression (25).

14. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim~~ claim 13, wherein ~~characterized in that~~ a detent (12) ~~in the form of is formed as~~ a protrusion ~~is provided~~ between the receiver section (11) and the flange (13) of the base body (10).

15. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim~~ claim 14, wherein ~~characterized in that~~ the receiver section (11) of the base body (10) has a snap-in element (15), which in the assembled state engages a snap-in receiver (24) of the sleeve element (20).

16. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim~~ claim 15, wherein ~~characterized in that~~ the receiver section (11) of the base body (10) has a snap-in element (15) and at least one slit-shaped recess (16) in ~~[[the]]~~ a longitudinal direction of the receiver section (11), and ~~that~~ in the assembled state the snap-in element (15) engages a snap-in receiver (24) of the sleeve element (20).

17. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 16, wherein characterized in that~~ the sleeve element (20) is ~~designed as~~ a multi-part element, and has at least one further ring sleeve element (40).

18. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 17, wherein at least one of characterized in that~~ the sleeve element (20) has a radially outward protruding flange (26) ~~and/or that and~~ the base body (10) has at least one further flange (13).

19. (Currently Amended) The anti-skid spike (1) in accordance with ~~one of claims 1 to claim 18, wherein characterized in that~~ in the assembled state the insertion element (30) is set back ~~[[in]]~~ with respect to the sleeve element (20), and the sleeve element (20) protrudes ~~in respect to~~ beyond the tread surface (50).

20. (New) The anti-skid spike (1) in accordance with claim 1, wherein the insertion element (30) has a cone-shaped section (33) which, in an assembled state, engages the corresponding recess (14) in the base body (10), and one of a positive connection and a non-positive connection between the sleeve element (20) and the receiver section (11) of the base body (10) is formed.

21. (New) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is of a material of a lesser wear resistance relative to the insertion element (30).

22. (New) The anti-skid spike (1) in accordance with claim 1, wherein the base body (10) is of a material which is less wear-resistant than the insertion element (30) and the sleeve element (20).

23. (New) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) forms a closed ring resting on an entire surface of the receiver section (11) of the base body (10), as one of a ring partially resting in segments and a clamping sleeve formed as a slit ring.

24. (New) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) has a bezel (21, 22) at least at one end on a longitudinal side which at least partially encircles.

25. (New) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is rotationally symmetrical.

26. (New) The anti-skid spike (1) in accordance with claim 1, wherein a flange (13) is formed on the base body (10), and a diameter of the sleeve element (20) is greater than a second diameter of the flange (13) of the base body (10).

27. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) are cylindrical.

28. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) and the corresponding passage (23) in the sleeve element (20) form a truncated cone.

29. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) is cylindrical, and a corresponding passage (23) of the sleeve element (20) has a form of a truncated cone.

30. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a first section (17) in a shape of a truncated cone and a following cylindrical second section (18), the passage (23) in the sleeve element (20) has an area which corresponds to the first section (17) of the receiver section (11), which is followed by a conically widened expansion depression (25).

31. (New) The anti-skid spike (1) in accordance with claim 1, wherein a detent (12) is formed as a protrusion between the receiver section (11) and the flange (13) of the base body (10).

32. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a snap-in element (15), which in an assembled state engages a snap-in receiver (24) of the sleeve element (20).

33. (New) The anti-skid spike (1) in accordance with claim 1, wherein the receiver section (11) of the base body (10) has a snap-in element (15) and at least one slit-shaped recess (16) in a longitudinal direction of the receiver section (11), and in an assembled state the snap-in element (15) engages a snap-in receiver (24) of the sleeve element (20).

34. (New) The anti-skid spike (1) in accordance with claim 1, wherein the sleeve element (20) is a multi-part element, and has at least one further ring sleeve element (40).

35. (New) The anti-skid spike (1) in accordance with claim 1, wherein at least one of the sleeve element (20) has a radially outward protruding flange (26) and the base body (10) has at least one further flange (13).

36. (New) The anti-skid spike (1) in accordance with claim 1, wherein in the assembled state the insertion element (30) is set back with respect to the sleeve element (20), and the sleeve element (20) protrudes beyond the tread surface (50).